

The Hong Kong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4098

貿易初月十日十三號光

MONDAY, NOVEMBER 14, 1904.

星期一

英語版

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1856.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,525,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOREA
NAGASAKI LONDON NEW YORK
LYONS SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI NEWCHWANG
TIENTHIN DALIN PEKING

LONDON BANKERS
THE LONDON JOINT STOCK BANK, LTD
PARRS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

" 3 " 3 "

" TAKEO TAKAMICHI,
Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$ 7,000,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shewan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Sellheim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1904. [23]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [25]

Insurance.

ORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS a
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 1st May, 1904. [26]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI) & Co.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Oaka, Kobe, Maliburu, Kure, Shimoneseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasbo, Mikaze, Hukuhara, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mikie, Taidwa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotan, Hokoku, Honjo, Ichimura, Kinada, Mameda, Manifoura,
Omaru, Otsuji, Sasehara, Itabakuro, Yoshimatsu, Yohio, Yunokbara and other Coals.

5, MINAMI, Manager, Hongkong.

1780

MONDAY, NOVEMBER 14, 1904.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

YOKOHAMA VIA SHANGHAI. MOJI and KOBE. CANDIA, R.M.S. About 14th November. Freight only.
(Passing through the Island Sea.) H. E. KICAT, R.M.S. November.

SINGAPORE, COLOMBO and BOMBAY. MAZAGON, W. H. S. Hall. About 16th November. Freight only.

SHANGHAI. NUBIA, F. N. Tillard. About 18th November. Freight and Passage.

LONDON, &c. CHUSAN, H. W. Kenrick, R.M.S. Nov. 19th, Noon. See Special Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, PERA. COLOMBO, PORT SAID and MARSEILLES. A. L. Valentini. About 21st November. Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th November, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ALEXANDRIA, SUZER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON; AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ HEINRICH. WEDNESDAY, 16th November.

PRINZ REGENT LUFTPOLD. WEDNESDAY, 23rd November.

PREUSSEN. WEDNESDAY, 7th December.

PRINZ EITEL FRIEDRICH. WEDNESDAY, 21st December.

SEYDLITZ. WEDNESDAY, 4th January, 1905.

GNEISENAU. WEDNESDAY, 18th January.

BAVARIA. WEDNESDAY, 1st February.

ZIETEN. WEDNESDAY, 15th February.

SACHSEN. WEDNESDAY, 1st March.

PRINZESS ALICE. WEDNESDAY, 15th March.

PRINZ REGENT LUFTPOLD. WEDNESDAY, 29th March.

PREUSSEN. WEDNESDAY, 12th April.

PRINZ EITEL FRIEDRICH. WEDNESDAY, 26th April.

Linea can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 9th November, 1904. [3]

MELCHERS & CO., AGENTS.

[779]

Fratinations.

Concentrated strength,

sustenance and energy—that's what Bovril is.
Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.



TRADE MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & CO., PERTH
WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00, 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [42]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS.

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [43]

PO CHEUNG & Co.,昌寶

FURNISHERS AND UPHOLSTERERS,

14, QUEEN'S ROAD CENTRAL.

OFFICE AND HOUSEHOLD FURNITURE,

GENERAL DOMESTIC GOODS, &c.,

ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.

TELEPHONE 460.

Hongkong, 31st October, 1904. [43]

HONGKONG HOTEL.

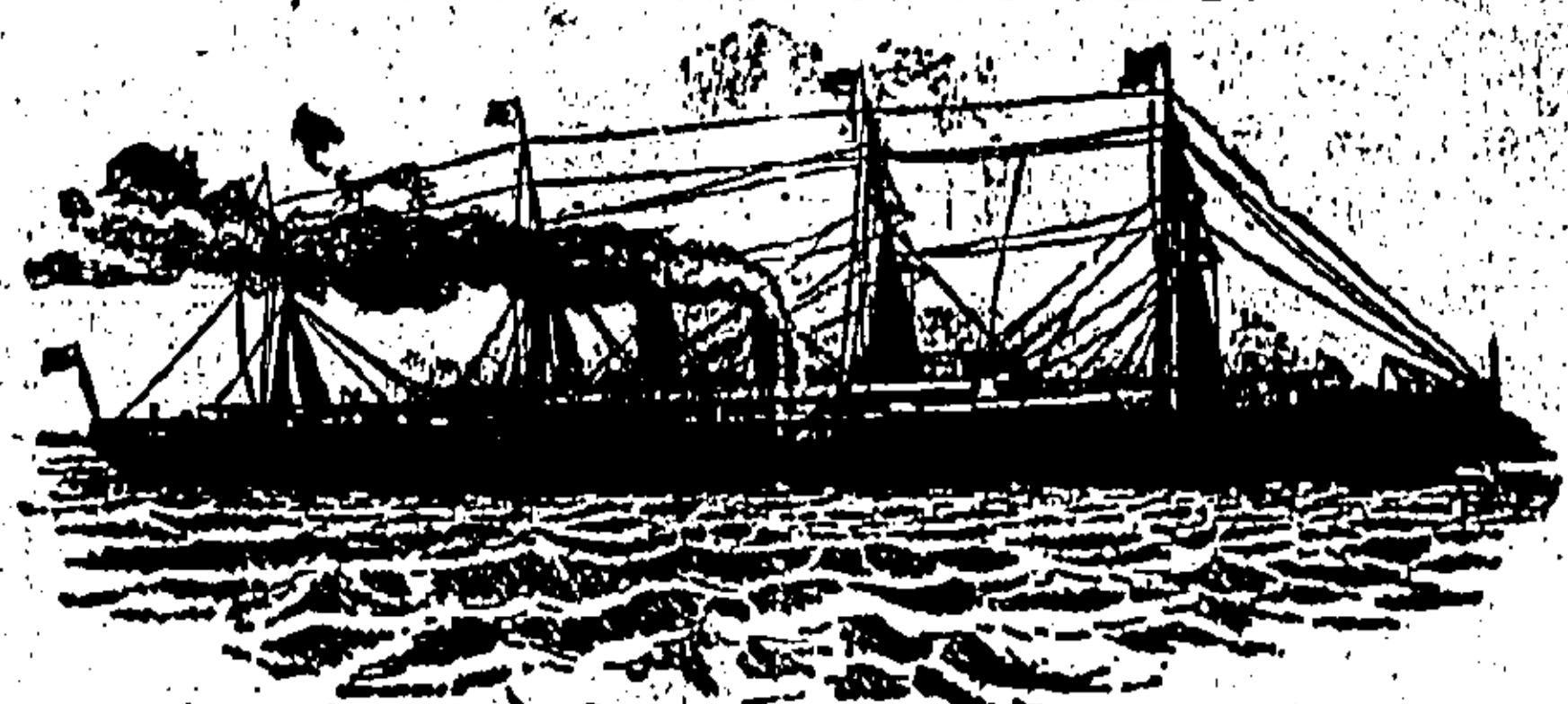
Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

MACAO AND CANTON HOTELS.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA,TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	1,639 Gross Tons	SATURDAY, 19th November, at Noon.
"AMERICAMARU"	6,300	MONDAY, 28th November, at Noon.
"CHINA"	5,000	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750	SATURDAY, 10th December, at Noon.
"DOEJO"	4,784	SATURDAY, 24th December, at Noon.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPTIO"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th
28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

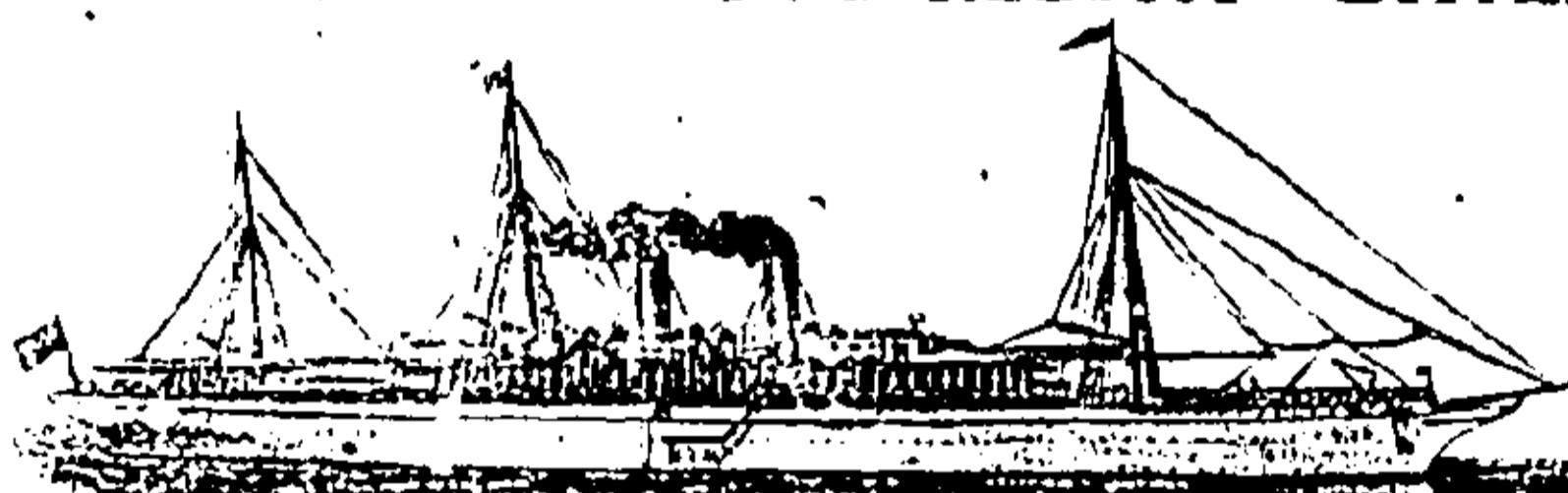
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailing positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 12th November, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 16th November.

"EMPEROR OF JAPAN" 6,000 WEDNESDAY, 14th December.

"ATHENIAN" 2,440 WEDNESDAY, 28th December.

"EMPEROR OF CHINA" 6,000 WEDNESDAY, 11th January, 1905.

"TARTAR" 4,425 WEDNESDAY, 25th January.

"EMPEROR OF INDIA" 6,000 WEDNESDAY, 8th February.

Hongkong to London, 1st Class. Old St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 2nd November, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRAUDTDAMPFER DIENST.(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SLAVONIA (ex STRASSBURG) HAVRE, BREMEN and HAMBURG. 15th Nov. Freight and Passengers.

Madsen (Calling at S'PORE, PENANG & COLOMBO.) Freight.

SEGOVIA (Calling at S'PORE, PENANG & COLOMBO.) 20th Nov. Freight.

Schoepfeldt (Calling at S'PORE, PENANG & COLOMBO.) Freight.

SENEGAMBIA (ex NURNBERG) HAVRE and HAMBURG. 13th Dec. Freight.

Jaburg (Calling at S'PORE, PENANG & COLOMBO.) Freight.

ARMENIA (Calling at S'PORE, PENANG & COLOMBO.) 27th Dec. Freight.

C. FERD. LAEISZ (Calling at S'PORE, PENANG & COLOMBO.) 11th January. Freight.

v. Hoff (Calling at S'PORE, PENANG & COLOMBO.) Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, No. 1, Orient's Buildings.

Hongkong, 11th November, 1904.

TSIN TING.

THE AMERICAN SYSTEM
OF
DENTISTRY.STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.

Hongkong, 10th May, 1904.

M. H. CHAUN, D. D. S.
37, DES VOUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,100	Captain R. D. Thomas.
"POWAN"	4,130	G. F. Morrison, R.N.R.
"FATSHAN"	2,200	W. A. Valentine.
"HANKOW"	3,070	B. Branch.
"KINSHAN"	1,090	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,098 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2:30 P.M.		
Departures on Sundays at 12:30 P.M.		

Departures from Macao to Hongkong daily at 8:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	210 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willow.
"NANNING"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8:30 A.M., and the other leaves Wuchow for Canton on the same day at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

[13]

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	First half of December
TJILATJAP...	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH...	JAPAN	First half of December	JAVA PORTS	Second half of December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 11th November, 1904.

Ennitations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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[674]

[674]

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 8 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE
EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Caps.

Season's Furs, Fichus and Fas-

cinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT..

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&c., &c., &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreads.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Bugs.

&c., &c., &c.

DRESSMAKING

English, French and American Styles.

PERSONALLY SELECTED

PIANOS

\$425.
GUARANTEED FOR CLIMATE.MASTER PIANO
PLAYER
\$385 & \$500
PIANO AND PLAYER \$800.

PIANOS

BY

BECHSTEIN, KAPS,
HOPKINSON,
KRAUSS, HAAKE,
RACHAL'S
CABIN PIANOS.

HIRE OR CREDIT.

TALKING
MACHINES.
AN ACTUAL REPRODUCTION OF
THE HUMAN VOICE.

Hongkong, 14th October, 1904. [39]

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.The only Shop in Hongkong with this name.
WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel; Messrs. A. S. Watson & Co.,
Ltd.; Joint Telegraph Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—We have pleasure in stating that Mr. Li
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion.(Sd) A. S. WATSON & CO., LTD.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [995]

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 2nd October, 1904. [1000]

Intimations.

VICTORIA RECREATION CLUB

A MEETING OF MEMBERS will be held at the CITY HALL, on WEDNESDAY, the 16th day of November, at 5.45 P.M., for the purpose of approving the Plans and Estimates for the construction of the proposed Club House on the New Site, Murray Pier Extension, etc., etc.

HAROLD C. AUSTEN,
Hon. Secretary,
Kowloon, 10th November, 1904. [1223]THE HONGKONG STEAM WATER-
BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS in the above Company will be held in the Company's Office, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 11th November, 1904. [1226]

TO ALL TO WHOM IT MAY CONCERN.

PROPOSED NEW FERRY SERVICE
TO KOWLOON.

I BEG to inform the intended Subscribers to this scheme that, owing to the Colonial Government having imposed upon the Promoters some additional stipulations which would in the opinion of the promoters prevent the scheme from becoming a financial success, I and my co-promoters have with much regret decided to abandon the project for the present.

For the Promoters,

AHMET RUMJAHN,
Hongkong, 4th November, 1904. [1193]ROBINSON PIANO
COMPANY, LIMITED.

NEW IRON -

FRAMED -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,
HOPKINSON,
KRAUSS, HAAKE,
RACHAL'S
CABIN PIANOS.

HIRE OR CREDIT.

TALKING
MACHINES.
AN ACTUAL REPRODUCTION OF
THE HUMAN VOICE.

Hongkong, 14th October, 1904. [39]

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.The only Shop in Hongkong with this name.
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AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [995]

WHEN SHOULD WE MARRY?

What is the ideal age for marriage? 15, 18, 20, people marry annually in Great Britain; the average age of the bridegrooms being twenty-eight and that of brides twenty-six. In the case of bachelor-spinsters alliances, only the age of the brides is slightly lower, namely, twenty-four.

The medical profession is overwhelmingly opposed to early marriages. In the opinion of the doctors, twenty-five is the ideal age for matrimony for women. For men the marriage age is a little later, and in both cases the average ages favoured by brides and bridegrooms all over the country are fairly near the ideal ages.

Between thirty and thirty-one was the age chosen for matrimony by the Archbishop of Canterbury, Lord Rosebery, Sir William Harcourt, Lord Aberdeen, Sir Wilfrid Lawson, and the Duke of Norfolk, the latter, however, marrying again at fifty-six.

Some interesting marriages of distinguished men are contained in the following list:

The King The Prince of Wales 28
Lord Londonderry 13 Mr. Pierpoint Morgan 28
Kubbe 13 Thomas Hardy 34
Duke of Marlborough 14 Sir Thos. Buxley 35
Mr. Chamberlain 16 Lord Curzon 36
General Booth 16 Anthony Hope 40
Dr. Gifford 16 Mr. Carnegie 50
Earl of Warwick 18

For distinguished women the marriage age is decidedly lower. But one striking exception is the Baroness Burdett-Coutts, who married her thirty-year-old husband when she was within two years of her seventieth birthday.

MANY GIRL BRIDES.

Queen Alexandra was led to the altar at nineteen, "John Oliver Hobbes" became a wife at the same age. The Countess of Aberdeen and the Countess of Warwick were both married at twenty, and Mrs. Humphry Ward at twenty-one.

For the whole of England, in fact, the marriage age is slowly rising, although girl-brides have been many this season. Twenty has been the average age for fashionable brides, and the bridegrooms have been bachelors of thirty-eight or forty. The husband of Lady Majorie Gordon, for instance, buried his girl-bride as a child.

Brides still in their teens are to be found chiefly among the decidedly wealthy and the very poor. In the one case, extreme poverty is the incentive to early marriage. In a single room, with a sovereign's worth of hired furniture, the newly-married set up house on their joint income.

"Sweet eighteen" appeals also to the wealthy bachelor, who, having reached safety, turns to the school-room for his bride, and thus the girl of a higher social status, thanks to the efforts of her match-making mother, marries in her first season.

Lady Jeune has just given her opinion on the age at which a girl should marry, and she has come to the conclusion that our modern life may fit a woman better to marry late than early.

That women kind do not belong to one type alone is a fact to be remembered, and Lady Jeune admits that early marriage is still everything to the woman of a clinging, gentle nature, to whom the role of wife and mother is the ideal one. The girl who finds interests outside the home, however, postpones as long as she can the giving up of a life of pleasurable excitement for the responsibilities and restrictions of marriage. Grandmothers of forty will not be seen by the present generation, declares Lady Jeune, for girls are less and less anxious to marry before they are past twenty-five.

To fix the exact age when it is best to marry is a difficult task. School-room brides sometimes make very good wives, and middle-aged romances often have very happy endings. It is safe to say, however, that a man should marry before he has settled down into confirmed bachelor habits, that is, before he is thirty-five, and a woman at the age when, while still retaining her youth, she has the wider outlook which comes with knowledge of the world—say, between twenty-five and thirty.

The Rev. F. B. Meyer confesses to a belief in a matrimonial Providence, which watches over the affairs of lovers.

"Again and again," he says, "I have put a nice man next to a nice girl at tea, only to find that they never spoke to each other. Still, in the end, the right man and the right girl always found each other."

Sir Francis Jeune and the London borough stipendiaries, however, would probably have their doubts as to the soundness of Mr. Meyer's philosophy.

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Hongkong, 8th January, 1904. [45]

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Hongkong, 11th May, 1904. [68]

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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BIRTH.

On 12th November, at "The Den," Castle Steps, the wife of D. H. SILAS, of a daughter. [1236]

MARRIAGE.

SMITH—CARROLL.—At the Roman Catholic Church, Canton, on November 12th, at 3 p.m., by the Rev. Father Miller, J. C. H. L. SMITH, chief engineer of the s.s. *Nanning*, to MARY ANNIE CARROLL, eldest daughter of J. Carroll, late of the P. W. D., Hongkong.

Penning papers please copy. [1235]

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 14, 1904.

THE CANTON-SAMSHUI
RAILROAD.

If the profits derived from the passenger traffic over the branch line of the Canton-Hankow railroad are to be swallowed up in repairing the extended permanent way to Samshui, the American-China Development Company have cause for gratification in the fact that the present receipts from passengers travelling over the first ten miles of the route continue to prove so satisfactory. The physical conditions of the country from Shewatong to the North River presented no special engineering difficulties at the time of the preliminary survey, but since the last section of the line has been opened to traffic the effects of the swampy nature of the surrounding country have begun to be felt.

Some time back we reported in our columns that, owing to a subsidence on the Hsia-shan-Samshui section, traffic had been delayed and ultimately suspended; but it was then unknown to us that upwards of a hundred and fifty feet of the permanent way was affected to such an extent that trains could not pass over the metals in the vicinity. Passengers travelling had to alight and walk along to another train in order to arrive at their destinations, and although the management had gangs of coolies at work from early morn till late at night the work of repairing the road took much longer than was at first anticipated. The filling-in process was labouriously slow, for what had been accomplished one day was undone over night, the ground where the subsidence occurred—some two miles above Sainam—being of a particularly marshy character.

Having regard to the fact that the rails in many places are below the level of the river this was only to be expected, and it will be a matter of surprise if, when the time for the spring freshets arrives, several miles of the line are not under water. Fortunately, the efforts of the management appear to have at last proved successful as trains are again running according to schedule time, and as it is unlikely that the line will ever be in much requisition for heavy goods, owing to the facilities for water transport—which must necessarily be cheaper, to Samshui and other places en route—being very complete and extensive, when once the rails become settled, the company will no doubt run a frequent service of trains. It was thought at the outset that there would be a considerable passenger traffic, and notwithstanding the fact that only a couple of trains at present start from each terminus during the day the gross receipts now reach four figures. Steamers belonging to the joint steamship company plying on the river wait several hours for passengers before leaving for Wuchow and intermediate ports, and when it becomes more generally known that the railroad is practically run in conjunction with these ships not only the native passenger traffic will increase, but many foreign merchants and travellers will avail themselves of this rapid and inexpensive means of transit.

THE French Minister has asked the Wai Wu-pu to indemnify two foreign missionaries who were robbed by the bandits in Kwangtung. Vice-Tsen Chun Huen wired to Peking that from investigations made some of the bandits had been captured and punished and 22 articles, portion of the property lost, have been recovered.

In CONNECTION with the settlement of the murder cast at Shamien, particulars of which first appeared in our columns, the indemnity of \$3,000 is to take effect from the 1st inst, and is to be deposited at a certain foreign hong at Shamien, and paid to the widow of the deceased by \$20 each month until the whole amount has been paid.

THE death is announced of Dr. A. S. Newman, who arrived at Hiroshima from Moji recently, on life insurance business, and died very suddenly in the night. Dr. Newman, was an American subject, and resided at Moji for several years. He had a good practice among the shipping at the port and was widely liked and esteemed. The deceased gentleman also acted in a medical capacity for the Equitable Life Assurance Co. of New York.

THAT "silver spike" episode in connection with the Canton-Samshui railway is causing considerable amusement among the foreign community at the North river terminus of the line, by reason of the fact that the ubiquitous coolie was credited with having removed the commemoration stake within a few hours of its being driven home. The fact is that it had neither been lost nor stolen, but was simply taken out and handed to one of the ladies who had taken a prominent part in the interesting ceremony.

INTERPORT CRICKET.

HONGKONG v. SHANGHAI.

HONGKONG VICTORIOUS

In continuation of our Saturday's report, Turnbull was the next in. Moule put his back well into one from Bird, and made a hard forward drive, but Smith returned smartly. Turnbull opened his account with a drive to the off boundry, off Bird, and Moule immediately afterwards sent Dixon to the legs or boundaries in succession. He put his leg in front of a straight one from Dixon when he had scored 21. Five for 87.

O. V. Lanning was Turnbull's new partner, and faced Dixon's destructive bowling. He opened his account with four to leg, which brought up the go on the board. Turnbull displayed a ch. position to hit out, but was all at sea with Bird's deliveries, being beaten time after time. Turnbull put one from Bird neatly past square leg for a couple.

* Airy now atoned for his previous mistake, Turnbull lifted a ball into the long field, and he took it running sideways amidst applause. Turnbull's score amounted to 31. Six for 97.

Dew was next in, and took his first over, from Dixon, whom he cut to the off for a single. Dew got Bird away through the slips to the boundary, and the century was hoisted. Lanning then drove Dixon to the on for four. Dew was the next to go, Dixon securing him in the slips off Bird when he had made 7- seven for 112.

S. Wallace filled the breach, and faced Bird, for the rest of his over. Dixon was bowling in deadly style, and was getting a deal of work on the ball. Wallace opened his scoring with a forward drive off Bird for a single, and Lanning then turned the same bowler to leg for the same. The Band now struck up a lively air.

R. Hancock relieved Dixon at the eastern end at 120, and bowled 1 to Wallace, who played the first over carefully. Lanning was playing very correct cricket, although scoring slowly.

The light was now somewhat treacherous, the heavy rain clouds seeming to gather in volume.

Lumsden went on for Bird at the Pavilion end.

Both Lanning and Wallace refused to be tempted to hit out, and were content to keep their ends up. Two byes of Lumsden brought up 130.

Another bowling change was made, Hancock replacing the ball in favour of Smith. His second ball went to the boundary for four byes. Wallace at length hit out and put Lumsden away to the on for four. In almost the last over of the day O. V. Lanning was caught by Dixon at long leg. He had played a steady innings of 16. Eight for 138.

Drummond now partnered Wallace, and after the first over stumps were drawn with the two men still not out, the total being 138, of which Wallace had scored 9. Drummond nothing.

THIRD DAY.

The morning opened fine, brilliant sunshine taking the place of the gloomy haze that had characterised the first two days' play. The attendance was not numerous, but better than might have been expected during the forenoon, and considering that the result of the game was regarded as a foregone conclusion.

The objectionable smoke from the Naval Yard fortunately refrained from intruding its presence this morning, and everything passed off without a hitch.

A hint to the Committee. Would it not be possible to furnish the Press with a little light refreshment during the afternoon, say, a cup of tea? The cost would be infinitesimal, and the courtesy would be duly appreciated.

When stumps were drawn on Saturday, the game was in a very interesting condition, the odds appearing considerably in favour of the homesters, with a lead of 45 runs, on the first innings, and eight of their opponent's wickets down for 138, it did not seem as if Hongkong would be set a very difficult task to put the first of the series of matches to their credit; but cricket is apt to be kaleidoscopic in character, and nothing can be accounted a certainty till the last wicket has fallen.

Dixon had proved the shining light of the home team, and has a record of which he may well be proud. In Shanghai's first venture he had secured Turnbull's wicket when that batsman had compiled a most valuable 82, and also disposed of O. V. Lanning. Going in to bat he had scored 85 by brilliant if somewhat fortuitous cricket, and materially assisted in laying the foundation of his side's substantial score.

When Shanghai had entered upon their second innings, he took the ball from Hancock, and was the means of capturing seven wickets, five off his own bowling and two he caught—one, O. V. Lanning, in a sensational fashion. Seven of the thirteen overs he sent down on Saturday were maidens.

At a quarter to eleven Shanghai's not-outs resumed their innings. Bird sent down the first over from the Pavilion end to Wallace, who did not seem at all at home. Dixon was at the eastern end. The scoring was very slow, and when 140 was on the board Drummond failed to stop a straight one from Bird. Nine for 140. Dunman, the last man, stepped into the breach, and took the last ball of Bird's over. Wallace faced Dixon, and his third ball went to the boundary for a couple of byes.

Off his next Wallace gave a hard chance to Arthur behind the stumps, and then sent Dixon to leg for a couple and to the on boundary for four in succession.

The ball was "kicking" a deal, and causing the batsmen some trouble. Dunman was contenting himself with keeping his end up. Wallace got Dixon away through the slips for a single, the next ball cluding the wicket-keeper and going for a brace to the boundary. He shortly after fluked to square leg and brought up 150 up.

Dunman then faced Bird and an appeal was made for leg before off his first delivery, the next rising abruptly and going for byes to the screen. Arthur was putting in smart work be-

hind the wicket. But the score was not destined to be augmented any further, for Bird scattered Wallace's timber with his next ball, and the innings closed for 151, leaving Hongkong with 107 to get to win. The extras had mounted to the somewhat large total of 31, which, however, was due to the state of the wicket, which caused the ball to act in a most erratic fashion.

HONGKONG BATS.

Hongkong started on what appeared a somewhat "easy" task at twenty-past eleven, and Hancock being the first pair to go in. Hancock took the first over from Potter, and got a single to the off. The over was destined to prove disastrous to Hongkong, for Burnie cut one right into Turnbull's hands before he had scored. One down for a single. Heath followed and, jumping out, drove Potter forward for a single. Lanning went on at the pavilion end. Heath got the last ball of his over away through the slips for a single. The wicket rendered correct cricket almost impossible, and both batsmen went out to meet the bowling. Lanning was getting a lot of pace on the ball, and on several occasions beat the batsmen all ends up. Singles came at slow intervals, both men playing cautiously.

One of Potter's now rose over the wicket and went for a couple to the sight screen. Hancock put Potter nicely to leg for a single, and then brought up the ten with a forward drive past the bowler. Heath then got Lanning well away to the off boundary—the first four. He was playing in more confident style now, and seemed more at home. The scoring was still confined to singles. Hancock nearly played Potter on to his wicket. Heath then put a little vigour into his hitting, and lifted Lanning out of the ground for six, shortly after bringing up 30 with a glance to leg. He next turned his attention to Potter, and drove him to the on boundary for four.

Turbull now went on at the pavilion end in place of Lanning. Heath lifted his third ball to the on for four, and the forty was hoisted. Heath was still hitting out, and drove Potter to the on again in good style. Hancock was very quiet at this stage, and was allowing his partner to do most of the run-getting. He was not to remain much longer, however, for Turnbull found his way to his wicket when he had scored 33. Two for 47.

Dixon was next in, and opened with a single to leg off Turnbull. Scoring was now very slow. When 55 appeared on the board a delivery from Potter evaded the wicket-keeper and went to the boundary for a couple. Turnbull was sending down good length balls, and presently clean bowled Dixon for 6. Three for 55.

Arthur filled the vacancy, Shanghai fielding deeper now. The new bat showed a disposition to hit out, and with a drive to the off and a cut behind the wicket brought up the 60. The next ball from Turnbull proved fatal to him. He lifted it high towards the pavilion, and S. Wallace, running in, effected a neat catch. Arthur's contribution was 2. Four for 63.

Lumsden was Hancock's next partner, and with his advent Hancock opened out and drove Turnbull to the on amid cheers, and shortly after sent the same bowler to the pavilion for another four. Lumsden then failed to gauge a straight one from Potter, and retired before he had scored. Five for 73.

H. Hancock was next associated with his brother, and Hongkong's chances of winning seemed somewhat open to doubt. The bowlers still had the upper hand, and the batsmen were taking no risks. The ball was bumping awkwardly, and both men sustained nasty blows on the body. H. Hancock let drive at one from Turnbull, and S. Wallace just failed to reach it in time. The eighty now appeared on the board.

Lanning now relieved Potter, who so far had bowled unchanged. H. Hancock put his second ball through the slips for a single, the next going for byes to the boundary. He shortly after put the same bowler fast point for another single. R. Hancock had a narrow escape shortly after of being caught by Turnbull off his own bowling. Several short runs were stolen hereabouts. Parkes was applauded for stopping a hard drive to mid-off by R. Hancock, that batsman sending Turnbull's next ball nicely to leg for four. He followed this by driving the same bowler to the off boundary amid loud cheers. Still keeping it up, he again got Turnbull to the on boundary, and the century was hoisted. Parkes was again cheered for a smart piece of fielding.

Dew now relieved Turnbull, and R. Hancock snicked a single off his first ball. The change was disastrous to R. Hancock, who was out leg before in his first over. He had scored 35, and had played steady cricket throughout.

Pearce was his successor, and soon made the winning hit with a leg glance of Dew amid hearty applause. The score then reading 109 for six wickets, Hongkong thus winning with four wickets in hand.

As the teams returned to the pavilion three cheers and a "tiger" were given the visitors by the Shanghai team, they returning the compliment in similar fashion.

TELEGRAMS.

(Reuters.)

Church and State in France.

London, 11th November.

M. Combes has introduced Bills for the separation of Church and State in France.

Russia.

General Alexeiev arrived in St. Petersburg yesterday evening. The Tsar is absent on a tour, inspecting the departing troops.

LATER.

Disorders in Russia.

The recent mobilisation in Russia has been attended by serious anti-Semitic disorders at Vitebsk, where the shops and warehouses were looted on the 25th to the 28th October. Thousands of the reserves participating, several were killed and wounded.

French Neutrality.

Paris, 12th November.

The *Temps* says that the Japanese Minister has called on M. Delcasse in reference to certain points relating to the observance of neutrality. There are grounds for believing that divergences of interpretation exist which, however, should not be exaggerated and will soon be removed; France having hitherto reconciled her duties as an ally of Russia to those of a neutral; while Japan appreciates the uprightness of her intentions in this delicate situation. Explanations are proceeding amicably.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, 13th November.

THE BACHELORS' BALL.

The humdrum of everyday life in Macao is enlivened, and that to a degree not easily appreciated by residents in Hongkong, by the talk and preparations for the great social event, sure to be, a red-letter day in the city, which is about to take place in connection with the Ball organized by the bachelors here. The enthusiasm is as unique as the *esprit de corps* is great, which animates every one of the promoters to render the gathering on the evening of the 26th inst. a conspicuous success. When it is mentioned that two perhaps of the most popular gentlemen in the city have been approached, and have accepted the presidency and vice-presidency of the ball, respectively, it is sufficient to assure for the social function a complete success. Dr. L. P. Marques, the highly esteemed medico and formerly of Hongkong, is appointed the chairman of the committee, being assisted as his deputy by a gentleman whose popularity is as great as the regard in which he is held in the junior service here. He is Dr. A. Espectação d'Almeida. Associated with them on the committee are the following: Messrs. A. A. d'Eça, A. V. C. Freitas, Carlos Cabral, F. X. da Silva, J. Dávária, J. C. Fernandes and the officers of the Portuguese gun-boat *Dia*, Messrs. F. L. Ramos and L. Caes. As co-adjudicators of the committee have been appointed Messrs. Nolaco da Silva, Jr., D. Ribeiro J. Ribeiro, Jr., Lieut. Lopes, Aníbal Henriques, Luiz dos Remédios, Carlos d'Assumpção, Gil Pereira and J. Gomes. The decoration sub-committee will consist of G. da Rocha, Nolaco, Jr., and B. d'Almeida; and the excellent caterers, Messrs. E. Jorge, J. V. Jorge and C. d'Assumpção will have control of the arrangements in the supper room.

The Bachelor's Ball is the first of its kind within the recollection of "the oldest inhabitant" of Macao and as such these worthy gentlemen are sparing no effort and are liberal with their contributions to provide their brothers, the Bendicks, and their better halves an evening's entertainment which will do honour to the genial hosts—the single gentlemen of Macao. To the end that the convivial gathering will be a perfectly representative one, the invitations issued include all friends of the promoters and their friends not only in this colony, but in Hongkong, Canton and the neighbouring ports. They have also been addressed to the commanders and officers of the foreign gunboats that usually visit the port, besides, of course, the officials in the government service and the officers of the local garrison and of the Portuguese Navy. Representatives of the Press in Hongkong will also be invited. It is understood that H. E. the Governor and Madame Montenegro have expressed their intention of doing honour to the bachelors by being present at the ball on the evening of the 26th inst. The executive and members of the committee will be deputed to call upon the Governor officially to extend a cordial invitation to His Most Faithful Majesty's representative and his consort. The number of invitations issued to date amount to no less than 450 and from the replies already received the gathering is sure to include in its number no less than a hundred ladies.

By courtesy of the committee of the Club de Macao, the Club halls and the theatre have been hired by the Ball Committee whose present plan in the allocation of the different halls will be more or less as follows:—For dancing the hall and billiard rooms will be set apart, and the decoration of the latter, which will be distinguished from the rest by being ornamented in the characteristic style of China, the predominant feature being the exquisite Chinese silk drapery. In the absence of an electric installation in the city, incandescent vapour lamps have been requisitioned for the lighting of the entire building, while the entrance will be brilliantly illuminated with a profusion of Japanese lanterns especially ordered for the occasion. The stage and hall of the theatre will be converted into a large supper room and here, too, the artistic ingenuity of

Macao will be brought to render the place as attractive as possible. Subscriptions are liberally coming in from the bachelor members of the community.

It is learnt, gubernatorially that \$1,200 have already been contributed, and at the present rate of contribution this amount is expected to be largely augmented. The organizers of the Ball are actively engaged with the numerous details attending such a function, and it is not too much to expect that where so much goodwill is expended to make the guests on the night of the ball the receivers of generous hospitality, they will duly appreciate the courtesy of the invitation and respond to it in a manner that should mark the event as a conspicuous one in the social annals of this ancient city.

A DISGRACED INCIDENT.

I wish my present weekly budget could be free from the narration of an incident which has been the subject of much indignation amongst residents here. I am glad that suitable protest has been lodged with the proper authorities, although I feel encumbered upon myself to emphasize on the inadequacy of the punishment meted out to the delinquent party in the incident to which I refer. A young lady, the daughter of a prominent British resident here, and who is worthily held in high public esteem at Macao, was the other day made the victim of a cowardly assault by a European sergeant while on a bicycle ride in the afternoon. The circumstances connected with the disgraceful affair as reported to your correspondent are that on the day in question the young lady proceeded to take her usual ride on a bicycle along the lovely roads skirting the sea. When passed the military hospital of San Juanuario, she was hailed by a voice on the higher level. Imagining to be an order from a sentry she took no heed of it. To her surprise, however, the ruffian made a dash down the hill and, overtaking the fair cyclist, laid a hand on her arm and, whether designedly or no, caused her to throw off her saddle on to the ground. The mean intent of the assailant becoming apparent, the young lady screamed for assistance and, fortunately, attracted the attention of some of the soldiers at the hospital whose timely arrival saved the lady from an awkward predicament. A report of the affair was promptly brought to the notice of Acting British Consul Coombs, by whom representations were made to the Governor. It is reported that the Consul insisted that, in spite of that day being the King's birthday, he would have the culprit arrested and adequately punished. According to most people the sentence of forty days imprisonment and the delinquent to be subsequently transferred to Timor, is regarded as a much too lenient sentence that will not deter others from like cowardly and brutal behaviour—conduct which in other countries would be visited by the utmost rigour of the law. It should be added that the Portuguese officials and the community are justly aroused at the indignity to which a British resident has been made a victim and one for whom the highest regard is entertained.

SPORTING.

Venomous snakes appear to abound in the districts around Macao that are frequented by sportsmen. Not long ago a dog of one of the local sports was stung by one of these reptiles and died almost immediately after. To-day a fine pointer belonging to Mr. F. P. Marques, our greatest enthusiast in all that concerns shooting, had the misfortune of being bitten by a snake out in the field. On returning home the same evening the dog died from the effects of the bite.

HARMSTON'S CIRCUS.

OPENING NIGHT.

The British steamer *Chrysanthemum* arrived in harbour from Shanghai shortly before eight o'clock yesterday morning, with the members of Harmston's Circus and Royal Menagerie aboard. Being Sunday no move could be made towards getting the many requirements ashore, although, as usual, with live stock on a ship, the management were permitted to land their interesting collection of animals which created quite a sensation among a large crowd of visitors. The trip down was most enjoyable, the monotony being relieved by a glimpse of several Japanese warships which "chased" the steamer when some twelve hours out from Shanghai. Everything, however, was in order and the battle-craft withdrew upon learning the name and flag of the unoffending merchantman. As will be seen from an announcement elsewhere in this issue, the circus opens at Causeway Bay this evening, when an attractive programme will be carried out, and about which we shall have more to say to-morrow.

BOXING AT THE METROPOLE HOTEL.

The grand assault-at-army advertised to take place at the Metropole Hotel on Saturday, had, for a variety of reasons, to be postponed. In the first place, owing to counter attractions, notably the open air site on the Cricket Ground, the attendance was unusually small, whilst owing to the non-arrival of the *Chrysanthemum* until yesterday morning, two of the advertised performers had to be cut out of the bill. Rather than disappoint, however, those who did put in an appearance, Jack McAuliffe, the famous pugilist and athlete, gave a really admirable calisthenics display, his axe swinging being particularly neat, whilst the case with which he manipulated Indian clubs evoked loud applause. Afterwards an impromptu ten-pound bout between Armstrong and Francis, both of the Navy, took place. Both men were in first class fettle, and gave a rattling exhibition. Mr. W. Waters was the referee, and ultimately gave his verdict, declaring the match to be drawn. On the return an interesting sprint on the road took place between a well known journalist and a prominent local athlete. The outcome of tall talk, the race was only for fifty yards, but quite a large sum of money was won and lost. The punchsmash was fairly easily.

By courtesy of the committee of the Club de Macao, the Club halls and the theatre have been hired by the Ball Committee whose present plan in the allocation of the different halls will be more or less as follows:—For dancing the hall and billiard rooms will be set apart, and the decoration of the latter, which will be distinguished from the rest by being ornamented in the characteristic style of China, the predominant feature being the exquisite Chinese silk drapery. In the absence of an electric installation in the city, incandescent vapour lamps have been requisitioned for the lighting of the entire building, while the entrance will be brilliantly illuminated with a profusion of Japanese lanterns especially ordered for the occasion. The stage and hall of the theatre will be converted into a large supper room and here, too, the artistic ingenuity of

COLLISION IN HONGKONG HARBOUR.

N. D. L. V. B. I. S. N. CO. LTD.

CLAIM FOR \$10,000.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) a highly interesting case to mariners and shipowners came on for hearing. It was a consolidated action whereby the North German Lloyd Steamship Company sought to recover the sum of \$10,000 damages from the British India Steam Navigation Company, Limited, alleged to be due from the defendants through the negligence of their agents whereby, on the 3rd August last, the plaintiff's steamer *Wongkoi*, then lying at anchor in the waters of the Colony was run into by the defendants' steamer *Ujina* and sustained injuries to amount claimed.

Hon. W. Barnes-Lawrence sat with his Lordship as Nautical Adviser.

Hon. E. H. Sharp, K.C., (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs and Mr. W. Slade (instructed by Mr. John Hastings) appeared for the British India Steamship Company.

Some discussion took place with regard to the evidence, and it was ultimately decided to call the witnesses for the defence first.

Counsel for the defence having read the pleadings,

Mr. Slade, in reply to His Lordship, said all the witnesses he was calling were still in the employ of the British India Steam Navigation Company, but they had been transferred to another ship in order that they might give evidence in the case.

Witness, continuing, said he was on the bridge at the time of the collision. It was his duty to attend to the telegraph. The commander was on the bridge, and had sole charge of the navigation. Prior to entering the Sulphur Channel, stations had been ordered on board. He made notes of the times when all orders were given, etc., on a slip of paper, and afterwards posted them in the deck log. From this they were entered into the Chief Officer's log. Witness had never been in Hongkong before. They came into Sulphur Channel at full speed, but immediately afterwards this was changed to half speed ahead. He first saw the lights of the vessel, with which they afterwards collided, some eight minutes after passing Green Island light. When the vessel was right ahead, the Captain gave the order "full speed astern." He rang the telegraph immediately. The Captain ordered the helm to be ported when he gave the order to go astern. The Captain gave the orders to the quartermaster in Hindustani. Witness understood Hindustani. He understood when he saw the red light that the vessel with which they collided was moving.

Cross-examined: They had a Chinese pilot on board, and the ship was navigated by his orders. He had not the rough deck log with him. It would probably be with the *Ujina*, which at the present time was at Mauritius. When they came into the harbour he saw the lights of many vessels, lying on the south side, but did not recollect any steamer passing them. When he first saw the lights—or at any rate shortly after the *Ujina* was swinging to port. He was not able to say from the first time he saw the *Wongkoi*, that she in any way moved. The *Ujina* collided with the other vessel, striking her at an angle of 70 to 80 degrees. It was not a very hard knock.

By the Court:—He had an impression that a few minutes before the collision he heard a sound in the direction of the *Wongkoi*, as of anchoring. He immediately afterwards saw the red light. He should say it was impossible for him to have mistaken either of the red buoys for the red light of the *Wongkoi*. The red light disappeared from his view just before the collision. He could not say whether the light had been taken away or not.

The Chief Officer, recalled, spoke to entering up the log from the last witness' rough notes. In reply to His Lordship, he added that he was quite sure he saw a red light, and he was perfectly sure that he had not confounded the fairway buoys with the light on the *Wongkoi*. Robert Campbell, who was chief engineer of the *Ujina* at the time of the collision, and now holding a similar position on the B. I. S. N. Co.'s *Pentakola*, spoke to the capacity of the engines. To put his engines astern, providing a ship was anchored with her head to the east, the ordinary anchor lights, with the addition of this red light, would lead him to suppose that they were masthead lights and that she was proceeding outwards on a westerly course. It turned out afterwards that they were not masthead lights, but the riding lights of the *Wongkoi*. As they approached they saw that the riding light to the westward was the lower of the two. He took her to be a vessel going out of the harbour. The masthead lights of a vessel under way were placed with the forward light fifteen feet higher than the after light. A vessel at anchor showed these same lights reversed so far as height was concerned. When he let go the anchor there was obtainable some five fathoms. They were drawing 24 feet four inches forward and four inches more aft.

Cross-examined: Witness took no part in the actual navigation of bringing in the ship. The Indian look-out on the forecastle head, reported the lights ahead by strokes on the bell. He could not communicate with the bridge as his voice would not carry. One stroke was vessel to starboard, two to port and three right ahead. The lascar sounded twice on the bell.

By the Bench: He was absolutely sure that he saw the light on the *Wongkoi*. He was not colour-blind and had passed a master's examination for colour test.

In further cross-examination, witness said that the forward mast head light of a ship under way should not be less than forty feet above the deck. The lower anchor light would probably be ten to fifteen feet above the deck, and was usually hoisted to the flagstaff aft. Big ships always carried two mast head lights. The purpose of which this light is to be devoted could not be ascertained.

and it was becoming very common for smaller vessels to carry two also. They were swinging to port, or under the influence of the starboard helm, but the change in the position of the *Wongkoi* was not wholly due to that swing. At the time of the collision he could not say whether they were swinging to port or not. They struck the *Wongkoi* at an angle of 70 degrees at the moment of impact. The anchor undoubtedly checked the *Ujina*'s way. Looking down over the bow of the *Ujina* he was not able to ascertain what damage they had done. Approximately, they would be about one foot from the *Wongkoi* when they let go the anchor, and probably fifteen feet away when he applied the brake.

Re-examined by Mr. Slade, witness said that with fifteen fathoms of chain out, he would expect the anchor to drag.

After the luncheon interval,

Mr. Chivers, chief officer of the s.s. *Ujina*, a highly interesting case to mariners and shipowners came on for hearing. It was a consolidated action whereby the North German Lloyd Steamship Company sought to recover the sum of \$10,000 damages from the British India Steam Navigation Company, Limited, alleged to be due from the defendants through the negligence of their agents whereby, on the 3rd August last, the plaintiff's steamer *Wongkoi*, then lying at anchor in the waters of the Colony was run into by the defendants' steamer *Ujina* and sustained injuries to amount claimed.

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OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	18th November.
GLASGOW and LIVERPOOL	"KEEMUN"	28th November.
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.

S.S. "NINGCHOW" left Singapore at daylight on the 13th inst., and is expected here at daylight on the 18th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
"GENOA, MARSEILLES & L'POOL"	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
"GENOA, MARSEILLES & L'POOL"	"DARDANUS"	20th December.

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FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, v/d	"KEEMUN"	30th November.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	15th November.
MANILA	"TAMING"	15th "
AMOY and SHANGHAI	"SHANGI"	16th "
SHANGHAI	"KIUKIANG"	16th "
POR DARWIN, THURSDAY ISLAND,	"TSINAN" * t	16th "
COOKTOWN, CAIRNS, TOWNSVILLE,	"TAIWAN"	19th "
BRISBANE, SYDNEY & MELBOURNE	"FOOCHOW"	19th "
SHANGHAI	"KAIFONG" *	22nd "
CEBU and ILOILO	"CHIHLI" *	22nd "
SWATOW, CHEFOO and TIEN-SIN	"CHANGSHA" *	23rd "
KOBE		

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CHINA AND MANILA
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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond...	MANILA (DIRECT)	SATURDAY, 19th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 26th Nov., at 10 A.M.

For Freight or Passage, apply to

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Hongkong, 12th November, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

PROPOSED SAILINGS.

Steamship	About	Date
"OLIVERDALE".....	30th December, 1904.	
"RAS ISSA"	20th January, 1905.	

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Steamship Tons Captain To Sail at Daylight on

"ARABIA" 4,483 Bable November 23rd, 1904.

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Hongkong, 1st October, 1904.

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[101]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" ... 1,309... J. P. MARTIN.

"KWONG TUNG" ... 1,318... H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have Unrivalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office,

SHIU ON S.S. CO., LTD., and

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Hongkong, 17th February, 1904.

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"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd Class 1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

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The Steamer will lay alongside the S.S. "Perseverance" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.

Sailings.

Kish, Br. ss., 3/45, E. Robertson, 12th Nov.—New York via Manila 10th Nov., Gen.—S. T. & Co.

Dewarwongse, Ger. ss., 1,057, Ch. Kümpel, 12th Nov.—Bangkok 3rd Nov., Rice—B. & S.

Providence, Nor. ss., 693, C. Corneliusen, 12th Nov.—Amoy 10th Nov., Amoy 10th, and Swan 1st Nov.—O. S. K.

Carl Diederichsen, Ger. ss., 774, H. Schlaikai, 12th Nov.—Philippines 10th Nov., Gen.—J. & Co.

Empire, Br. ss., 2,341, P. T. Helm, 13th Nov.—Kobe 8th Nov., Gen.—G. L. & Co.

Slavonia, Ger. ss., 1,201, L. Madsen, 13th Nov.—Shanghai 11th Nov., Gen.—H. A. L.

Kowloon, Ger. ss., 1,140, H. Stein, 13th Nov.—Chinkiang 8th Nov., Gen.—S. & Co.

Lothian, Br. ss., 1,177, J. C. Williamson, 13th Nov.—Port Natal (Dunbar) 16th Oct., Ballast—C. C. S. S. Co.

Hue, Fr. ss., 703, Godineau, 13th Nov.—Philippines and Hohow 11th Nov., Rice and Gen.—A. R. M.

Emma Lukyen, Ger. ss., 1,110, H. Martens, 13th Nov.—Manila 10th Nov., Ballast—Chinese.

Lonsol, Ger. ss., 1,070, G. Schulzen, 13th Nov.—Bangkok and Anglia 6th Nov., Rice—B. & S.

Choyang, Br. ss., 1,424, H. Roop, 14th Nov.—Shanghai 10th Nov., Gen.—J. M. & Co.

Haitian, Br. ss., 1,183, J. S. Roach, 14th Nov.—Foochow 7th Nov., Amoy 11th, and Swatow 12th, Gen.—D. L. & Co.

Wooning, Br. ss., 1,109, M. Dawson, 13th Nov.—Canton 12th Nov., Gen.—B. & S.

Emperors Monchick, Fr. br., 1,576, Morel, 6th Nov.—New York 12th June, Oil in Patent Cases—O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July—Chefoo 20th June, Ballast.—Order.

Eve T. Ray, Am. br., 918, Karsten, 6th Aug.—Manila 8th Nov., Gen.—H. & S.

SAILING VESSELS.

Emperors Monchick, Fr. br., 1,576, Morel, 6th Nov.—New York 12th June, Oil in Patent Cases—O. Co.

Tourane..... Saigon M. M. Nov. 15

Mongolia Manila P. M. Co. Nov. 15

America Manu N. Y. K. Nov. 18

Ningchow B. & S. Nov. 18

Singapore P. & O. Co. Nov. 19

Emp. of Japan P. M. Co. Nov. 21

Japan P. M. Co. Nov. 22

Eastern G. L. & Co. Nov. 22

Namhang M. & Co. Nov. 23

Singapore M. & Co. Nov. 24

Massapequa New York S. T. & Co. Nov. 29

Aragonie Portland P. & A. Co. Nov. 30

Steamers Expected.

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Aragonie Portland P. & A. Co. Nov. 30

Steamers Expected.

Vessels From Agents Due

Tourane..... Saigon M. M. Nov. 15

Mongolia Manila P. M. Co. Nov. 15

America Manu N. Y. K. Nov. 18

Ningchow B. & S. Nov. 18

Singapore P. & O. Co. Nov. 19

Emp. of Japan P. M. Co. Nov. 21

Japan P. M. Co. Nov. 22

Eastern G. L. & Co. Nov. 22

Namhang M. & Co. Nov. 23

Singapore M. & Co. Nov. 24

Massapequa New York S. T. & Co. Nov. 29

Aragonie Portland P. & A. Co. Nov. 30

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Vessels From Agents Due

Tourane..... Saigon M. M. Nov. 15

Mongolia Manila P. M. Co. Nov. 15

America Manu N. Y. K. Nov. 18

Ningchow B. & S. Nov. 18

Singapore P. & O. Co. Nov. 19

Emp. of Japan P. M. Co. Nov. 21

Japan P. M. Co. Nov. 22

Eastern G. L. & Co. Nov. 22

Namhang M. & Co. Nov. 23

Singapore M. & Co. Nov. 24

Massapequa New York S. T. & Co. Nov. 29

Aragonie Portland P. & A. Co. Nov. 30

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Mongolia Manila P. M. Co. Nov. 15

America Manu N. Y. K. Nov. 18

Ningchow B. & S. Nov. 18

Singapore P. & O. Co. Nov. 19

Emp. of Japan P. M. Co. Nov. 21

Japan P. M. Co. Nov. 22

Eastern G. L. & Co. Nov. 22

Namhang M. & Co. Nov. 23

Singapore M. & Co. Nov. 24

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Eastern G. L. & Co. Nov. 22

Namhang M. & Co. Nov. 23

Intimation.

CHAZALON & CO.
WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAUT)
6, QUEEN'S ROAD CENTRAL.

We beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bts. Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	Moët & Chandon
Brut Impérial	42 "

—
ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. [BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violet, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in scrofulous and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$0.50
The Half-Litre 25¢

CHAZALON & CO.

SHARE QUOTATIONS

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon. Alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT: RESERVE AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE REVENUE PRESENT QUOTATION	CLOSING QUOTATION.
HANKS							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ (\$1,000,000) \$7,000,000 \$5,000,000 \$175,533 \$191,733	\$149,534	\$1, of £1,10/- @ exchange 1/9 19/10 \$16.41 for first half year 1904	6 2%
National Bank of China, Limited	99,925	\$7	\$7	{ \$1,000,000 \$175,533 \$191,733	\$21,668	\$1 (London) 5/6 for 1903	5 1%
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,400,000 \$175,533 \$300,000 \$151,932 \$331,442 \$322,138	\$150,494	\$17 for 1903	6 1%
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ Nil.		\$4 for year ended 30.4.1903	6 1%
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,800,000 \$120,000 \$175,533	Tls. 217,119	Final of 10/- making £1 for 1903	7 1%
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,200,000 \$175,533		\$55 for 1903	5 1%
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$125,675	\$2,078,997	\$12 for 1902	8 1%
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,250,000 \$125,675	\$120,947	\$6 dividend & \$1 bonus for 1902	8 1%
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,170,288	\$37,110	1/2 for 1902	6 1%
SHIPPING, TUG AND CARDO BOATS							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ none	Dr. \$63,123	\$1 for 1900	...
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$185,000 \$80,035	Nil.	\$3 for year ended 30.6.1903	6 1%
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$205,000 \$100,000 \$151,555	\$16,362	\$14 for first half-year 1904	10 1%
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	{ \$120,000 \$100,000	\$5,853	1/4 for 1903 @ 1/10 5/16—\$1378	4 1%
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1%
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	{ \$400,000 \$60,000	\$19,555	Interim of 1/4 (Coupon No. 4) for 1903 \$1.80 & b. 40 cts for year ending 30.4.03	6 1%
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$15,093	\$1,287	\$10.00 & b. 20 cts	3 1%
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,075 \$18,000 \$130,152	\$33,648	\$5 for 2nd 1/2 year making \$13 for 1903	8 1%
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 1%
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none	Dr. \$147,717	Interim of \$5 for 1904	...
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$73,905	\$1 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1%
MINING							
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	{ \$40,000	Dr. \$7,820	No. 3 of 1/6	...
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	{ \$4,073	Dr. \$4,029	No. 12 of 1/—8 cents	...
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 231,327 Fcs. 1,250,000	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
DOCKS, WHARVES & GODOWNS							
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ \$10,000 \$210,000	\$28,015	Interim of \$1 for 1904	4 1%
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$25,500	\$50,471	\$10 dividend and \$1 bonus for first half-year 1904	7 1%
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000		\$10 div. & \$1 bonus for 1903/4	6 1%
New Amoy Dock Company, Limited	6,000	\$65	\$65	{ \$55,500	\$489	\$10 div. & \$1 bonus for 1903	4 1%
Riley Hargreaves & Co, Limited (Preference)	2,750	\$100	\$100	{ \$150,000	\$40,936	\$10 div. and \$1 bonus for 1903	6 1%
S. C. Farnham, Boyd & Co., Limited	55,400	Tls. 100	Tls. 100	{ Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end 30.4.04	6 1%
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	{ Tls. 47,710 Tls. 100,000	Tls. 22,895	First year	...
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$1,950,000	\$43,732	\$5 for 2nd half year 1903	5 1%
LANDS, HOTELS & BUILDING					Tls. 1,760	Tls. 18 for 1903	9 1%
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none	\$9,980	\$4 for year ended 30.6.1904	8 1%
Astor House Hotel, Limited (Tiensin)	2,000	Tls. 50	Tls. 50	{ Tls. 44,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1%
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ \$100,000 \$1,254		Interim of Tls. 2	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,254 \$20,000	\$11,668	\$5 for first half-year 1904	7 1%
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$13,826	\$51,066	Interim of \$6 for 1904	8 1%
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ \$20,000 \$1,303	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4 1%
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$100,000 \$9,177	\$9,177	99 cents for 1903	7 1%
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$30,000 \$6,36	\$6,36	\$1.60 for 1903	6 1%
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ \$80,000 \$17,144	\$7,634	Interim of Tls. 5 for 1904	7 1%
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none	Dr. Tls. 2,132	Interim of Tls. 31	...
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 1%
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	None	...
West Point Building Company, Limited	12,500	\$50	\$50	{ none	Tls. 3,132	Interim of Tls. 1 for 1904	5 1%
COTTON MILLS							